Kulu-Manali-Leh circuit has been identified for intensive development in the National Action Plan for Tourism.

On-line flight schedule performance of Indian Airlines

1898. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there has been any improvement on the on-line flight schedule performance of the Indian Airlines during the first six months of 1992, over the corresponding period of last year;

(b) if so, what is the percentage and details of improvement; and

(c) what steps Government have taken for further improvement?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) There has been a 7.21 per cent improvement in the on time performance of Indian Airlines during Jan. — June, 1992 over the corresponding period last year as per details shown below:—

Delays and cancellation per 100 take-offs (per cent)

Jan-June 1991	Jan-June 1992	Difference
36.58	29.37	7.21

(c) The following steps have been taken to improve punctuality of flights:—

(i) Close monitoring of on-time performance at Regional and Headquarters level.

(ii) Rationalising schedule incorporating revised block times and increased ground time as cushion between flights.

(iii) Review of action taken for rectification of snag at region as well as headquarters.

Directive of Indian Commercial pilots Association

1899. MISS SAROJ KHAPARDE:
SHRI P. UPENDRA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Indian Commercial Pilots Association had issued a directive to its members to stop flying and aircraft to Leh with effect from July 8, 1992;

(b) if so, the details thereof; and

(c) what action Government have taken in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The Indian Commercial Pilots Association, Delhi region, issued a directive to its members on 1st July, 1992 directing them not to operate through Leh from 8-7-1992 (12 hrs.) alleging that operation through Leh is hazardous and therefore, the existing risk coverage should be enhanced five times. As a result of this, the line pilots covered by the Association (ICPA) did not operate flight to Leh on 9-7-1992.

(c) It has been decided that compensation as applicable to flights transiting through disturbed areas will be extended to Leh flights as well. In the light of this decision, the directive issued by the Association has been kept in abeyance.